Flight
Intermediate
Jet
RI-02S
IFT/OFT
Mission

Radio Instruments

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

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- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

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Route of Flight

Approaches will be to RW 19L NMM starting with the HI-TACAN 19L from holding at Pigmy IAF.

Route of flight: Radar vector departure to Meridian (MEI) at a cruise altitude of FL 200, intercept the MEI 246 degree radial outbound to the 36 DME fix then direct Jackson (JAN). Proceed to the JAN 360 degree radial at 20 DME then direct to the JAN 060 at 30 DME then direct Pigmy IAF. Forecast winds are 160 @8-10 knots at NMM & winds aloft are 260 @ 25 knots. Your DD-175 route of flight should look like this: MEI MEI 246035 JAN JAN 360020 Jan 060030 PIGMY.

ADMIN

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- **QOD**
  - NATOPS
  - EP
  - SOP
- Marker beacon failure

Conduct

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Introduce:

- **Ground speed checks**
  - **Ground Speed Checks**
- **TACAN failure**
- **Lost communications**
- **ILS glideslope failure**
- **Localizer approach**
  - **NMM HI-ILS or LOC 19L**
  - **NMM ILS or LOC 19L**

Conduct

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Practice:

- **Complete DD-175 / Single-engine jet log**
- **Checklists**
- **Instrument communications**
- **ATC clearance**
- **ITO**
- **SID**
- **Radial intercept**
  - **Double-the angle off the bow**
  - **30-degree angle of intercept**
  - **TACAN/VOR intercept (outbound, 45-degree)**
  - **After station passage intercept**

Conduct

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- **Electrical emergencies**
- **Point – to - Point**
- **Wind drift correction**
  - **Wind drift correction diagram**
  - **Wind drift correction procedures**
- **TACAN / VOR DME approach partial panel**
  - **NMM HI-TACAN 19L**
- **Missed approach**
- **ILS approach**
  - **NMM HI-ILS or LOC 19L**
  - **NMM ILS or LOC 19L**

CNATRAINST 1542.159

RI-02S

Introduce:

a. Groundspeed checks
b. TACAN failure
c. Lost communications
d. ILS glideslope failure
e. Localizer approach

Practice:

a. Complete DD 175 with single-engine jet log
b. Checklists
c. Instrument communications
d. ATC clearance
e. ITO
f. SID
g. Radial intercept
h. Electrical emergencies
i. Point-to-point
j. Wind drift correction
k. TACAN/VOR DME approach partial panel
l. Missed approach
m. ILS approach

STANDARD DEBRIEFING FORMAT

RI-02S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned